

**SECRET**  
SECURITY INFORMATION

REPORT

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COUNTRY Czechoslovakia/Hungary/Austria

DATE DISTR. 29 Oct 53

SUBJECT

1. Uranium Mining in Czechoslovakia
2. Miscellaneous Air Information

NO. OF PAGES 2

25X1

PLACE ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO  
REPORT NO.

25X1

DATE OF INFO

THIS IS UNEVALUATED INFORMATION

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Uranium Mines:

1. [redacted] a discussion took place among the Czechoslovak Airlines pilots [redacted] in the winter of 1952 and 1953, about skiing at Spindleruv Mlyn N 50-44, E 15-37, located in the Krkonose Mountains. One of the pilots spoke up and said that skiing is not permitted at Spindleruv Mlyn because a new uranium mine was found there and that it was closed to the public. They further discussed uranium and they stated that uranium mines were located at Jachymov N 50-22, E 12-52, and Pribram (location unknown). Czechoslovak Airline pilots were forbidden to fly closer than 10-15 km. to Jachymov and Pribram. [redacted] the mines were guarded by SNB personnel and [redacted] Russian soldiers organized and supervised the mines. Czechoslovak political criminals were used for the labor. [redacted]

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Shipbuilding:

2. [redacted] a news film in late 1952 or early 1953 [redacted] showed that river passenger ships were manufactured for the Soviet Union at Komarno N 47-46, E 18-08. No further information.

25X1

25X1

Thunderjet Destruction:

3. On 17 or 18 March 1953, [redacted] Radio Prague announce that an American Thunderjet was shot down approximately 17 km. south of Pilsen after the pilot was warned to land the aircraft. Since the American did not heed the order, Czech MIG's opened fire and shot down the Thunderjet which crashed in Western Germany after the pilot saved his life with his parachute. Some of the Czechoslovak Airlines pilots then bragged how well the MIG's guarded the border. The Communists stated that the Thunderjet was sent into Czechoslovakia on a mission (mission unknown). No further information.

25X1

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SECURITY INFORMATION

25 YEAR RE-REVIEW

25X1

**Page Denied**

SECRET

-2-

25X1

Aero Taxi Service:

4. The Aero Taxi Branch of the CSA was charged with crop dusting responsibilities and also supplied an aerial taxi service for factory executives, Communist party dignitaries and others of importance in the current regime. In short, the Aero Taxi supplied a non-scheduled charter service to areas not serviced by the scheduled aircraft of CSA and a "crop dusting" service. Types of aircraft: the Aero Taxi Service had approximately 20 each AE 45's and FI 156's. The AE 45 was produced in Vysecky, a district of Prague. Production stopped, 25X1 date unknown. The AE 45 was supplied to [redacted] Poland, Hungary, Bulgaria, Rumania, [redacted] and China in 1949. Those sent to China in 1950 were crated for transportation by rail and were 25X1 accompanied by representatives sent to teach the Chinese assembly procedures. The FI 156's were produced in Chocen. Production was discontinued, exact date unknown. These aircraft were used only for crop dusting. A special pilot's pool was used for this work.

Satellite Airlines:

5. [redacted] In 25X1 general they use LI-2 aircraft but LOT has a few IL-12 aircraft, and in Rumania, one IL-12 with a Russian crew is used solely by government officials.

MIG-15 Sightings:

6. a. February 1953: [redacted] at Wien-Baden Airfield, 25X1 Soviet Zone, Austria [redacted] one (1) MIG-15 patrol aircraft flying over this airfield. Route was exactly north to south; when on south leg MIG-15 flew at 300 m.. when on north leg MIG-15 flew at 1,000 m. [redacted] 25X1 [redacted] it flew north as far as Vienna and then turned back. This single aircraft passed over Wien-Baden Airfield every 10 minutes. [redacted] 25X1 [redacted] it had swept-back wings.
- b. January 1953: [redacted] at Bratislava-Ivanka, 25X1 three jet aircraft emitting vapor trails on the Hungarian side of border patrolling at 10,000 m. [redacted] 25X1 they were MIG-15's.
- c. Spring 1952: CSA Captain [redacted] was flying a CSA DC-3 from Plovdiv Airfield, Bulgaria to Prague. While over Hungary, pilot avoided a thunderhead and consequently flew off the corridor. In a few minutes two MIG-15's flanked him and forced him to land on Budapest/Ferihegy Airfield where he was held one day and questioned by a Soviet officer. He was then released to return to Prague.

SECRET

25X1

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